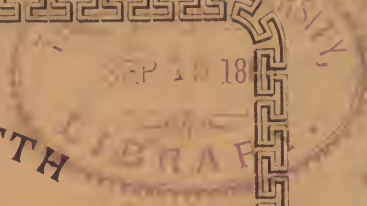


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WATERED BY *E. P. ...*



TWENTY-FIFTH

# ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

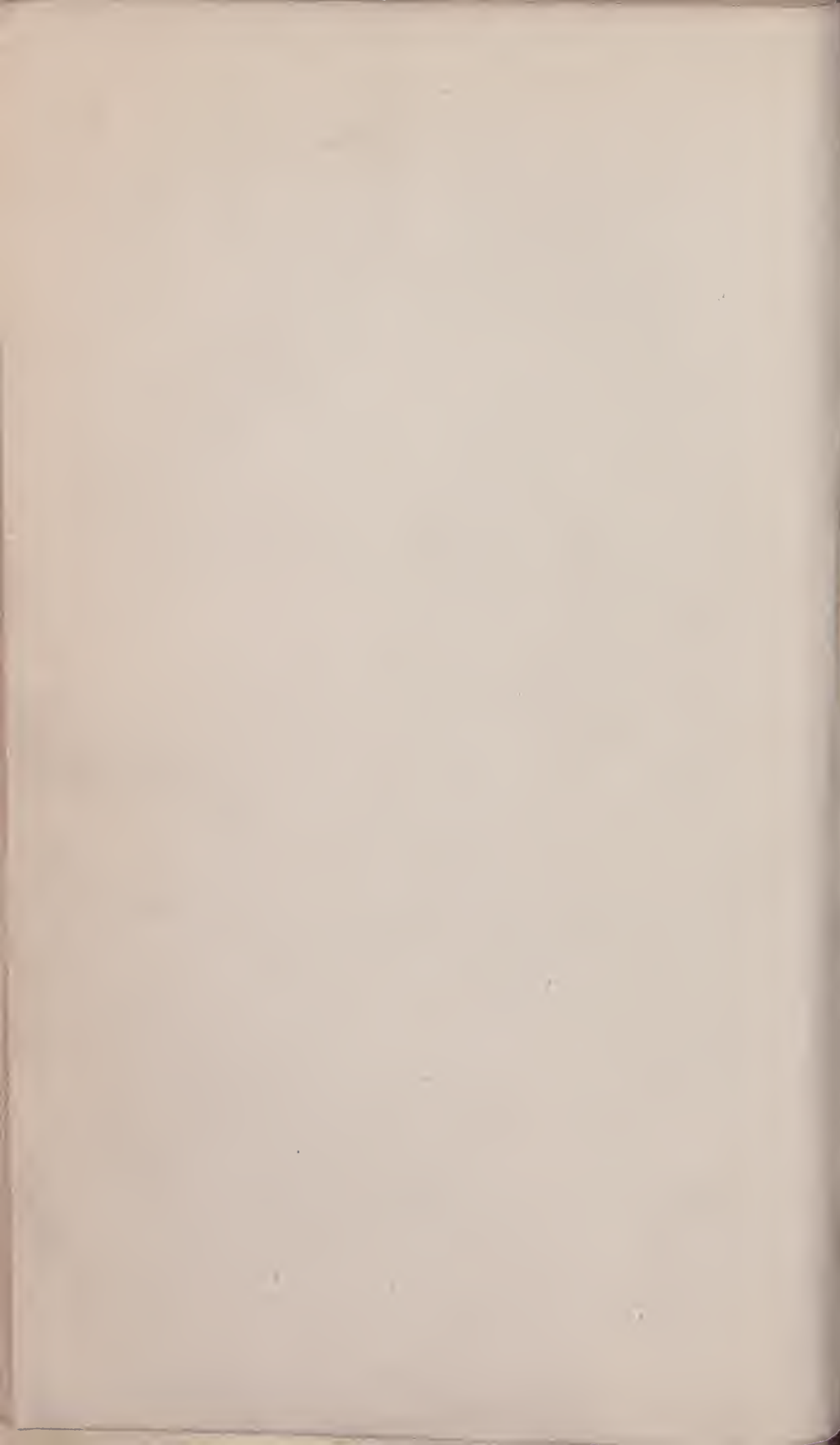
## LEHIGH VALLEY RAIL ROAD COMPANY,

TO THE

STOCKHOLDERS.

January 20th, 1880.

PHILADELPHIA:  
WILLIAM F. MURPHY'S SONS, PRINTERS, 509 CHESTNUT ST.  
1880.



TWENTY-FIFTH  
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BOARD OF DIRECTORS  
OF THE  
Lehigh Valley Railroad Company  
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STOCKHOLDERS.

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1880.



OFFICERS  
OF THE  
LEHIGH VALLEY RAIL ROAD COMPANY,

January 20th, 1880.

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PRESIDENT,  
CHARLES HARTSHORNE.

TREASURER,  
LLOYD CHAMBERLAIN.

SECRETARY,  
JOHN R. FANSHAW.

GENERAL SUPERINTENDENT AND CHIEF ENGINEER,  
ROBERT H. SAYRE.

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DIRECTORS.

DAVID THOMAS,  
ASHBEL WELCH,  
WILLIAM L. CONYNGHAM,  
ARIO PARDEE,  
WILLIAM A. INGHAM,  
GEORGE B. MARKLE,

ROBERT H. SAYRE,  
HARRY E. PACKER,  
JAMES I. BLAKSLEE,  
ROBERT A. PACKER,  
ELISHA P. WILBUR,  
JOSEPH PATTERSON.



# ANNUAL REPORT

## OF THE

# LEHIGH VALLEY RAILROAD CO.

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*January 20th, 1880.*

The price of coal during 1879, was unprecedentedly low, and our business was restricted during the first four months of our fiscal year, by our unwillingness to put coal into market in such quantities and at such rates as would not return cost to the producers. After some months trial it became evident, however, that other Companies were supplying the demand, to the prejudice of our operators, and our rates to tide were reduced so as to be equal to those charged by our competitors.

The total coal tonnage was as follows:

Anthracite.....	4,361,785 tons.
Bituminous.....	53,499 "

---

Making..... 4,415,284 tons;

being an increase of 935,691 tons over 1878, and of 23,998 tons over 1877, heretofore our year of heaviest coal tonnage. Of this 1,536,476 tons were carried over the New Jersey Division, against 879,377 tons in 1878.

Our income from all sources, including interest received from investments, &c., amounted to—

	\$6,540,363 74
Operating expenses of the road,	2,996,981 28
Net income,	<u>\$3,543,382 46</u>

Out of which there has been paid—

Interest on Bonds, . . . \$1,557,900 00

Dividends:—

January, April, July and  
October, two and a half  
per cent. each on Preferr-  
ed Stock,..... 10,630 00

January, April, July and  
October, one per cent. each  
on Common Stock, ..... 1,084,893 50

General expense, interest on  
floating debt, Penna. &  
New Jersey State Taxes,  
loss on Morris Canal and  
on coal operations, ..... 866,595 66 \$3,520,019 16

Leaving \$23,363 30 to be  
carried to the credit of the Profit and Loss Account.

At the close of the fiscal year, our Capital Account was as follows :

Preferred Stock,.....	\$106,300 00	
Common Stock, including scrip not yet converted,.....	27,322,555 00	<u>\$27,428,855 00</u>
Six per cent. Bonds, due in 1898, (Coupon and Registered,) .....		5,000,000 00
Seven per cent. Registered Bonds, due in 1910,		6,000,000 00
Consolidated Mortgage Bonds—		
Sterling .....	\$4,437,000 00	
Coupon .....	2,000,000 00	
Registered .....	7,500,000 00	
Annuity... ..	500,000 00	<u>14,437,000 00</u>
Floating debt, less cash on hand,.....		347,359 72
		<u>\$53,213,214 7</u>



133 of the Sterling Bonds were drawn payable December 1st, 1879, leaving outstanding \$4,304,000, bearing interest from that date.

Detailed information regarding the operations and condition of the road, will be found in the accompanying report of the General Superintendent and Chief Engineer.

We have now to record the loss of our President, Hon. Asa Packer, and of Mr. Wm. W. Longstreth, an ex-President, and to the last a valued and useful member of the Board. Of the former little need be said here. He has been so identified with the history of the Company, that he was always looked up to as its head and moving spirit, whether actually serving as its presiding officer or not, and his Will, by providing a home for disabled employés, and maintaining a connection with our management, by directing that the President for the time being shall always be one of the trustees of his estate, will keep his memory before the Company as long as it may exist.

At a meeting of the Board of Directors, held June 10th, 1879, the following minutes were adopted:

"The Directors of The Lehigh Valley Railroad Company, have heard with profound sorrow of the death of their President, the Honorable Asa Packer; by which each one of the Directors has lost a true and valued friend, the Company has lost its founder and its sagacious leader, the laboring man has lost a sympathizing benefactor, and our country has lost a useful and patriotic citizen.

"The Directors gratefully recognize the honor and good faith towards his fellow stockholders, always apparent in his lifetime, and still apparent in the provisions of his will, by which his great estate is to be managed so largely in the interests of the Company. The stockholders honored him with their confidence, and that confidence was not misplaced.

"Our present point of view being from this council board it would not be suitable for us to dwell on his personal qualities, his purity of life, the uprightness of his dealings, the simplicity, dignity and integrity of his character, his freedom from all assumption and ostentation, his large and enlightened liberality, his firmness, his self-acquired and

skillfully applied knowledge, and the perseverance and sagacity by which he honorably acquired distinction and wealth, not by taking that wealth away from somebody else, but by creating it. It is not for us to intrude into the sanctity of his tender domestic relations, or his reverent worship of his God.

"The best monument to his memory which this Company can raise, and the only one he would accept if he could be consulted, is ever to follow the same cautious and conservative policy which has been pursued under his guidance, which he took so much pains to perpetuate after his death, and which has rendered this Company always safe, and even in this period of stagnation, comparatively prosperous.

"The Directors deeply sympathize with his family, and especially with his honored widow, and direct that a copy of these minutes be sent to her.

"By the death of William W. Longstreth, the Directors of the Lehigh Valley Railroad Company are again compelled to mourn the loss of a long-trying and highly esteemed friend and colleague; the Company a wise and faithful counsellor, and the community a good and useful citizen.

"Mr. Longstreth had established a reputation for able and honest management before he became connected with this company. He had on more than one occasion taken charge of a railroad company whose affairs seemed almost desperate, and by his ability and energy had retrieved its affairs and made it prosperous. He was a railroad restorer. Acting as president of the Beaver Meadow Company, and this Company, for nineteen years, and as a director of this Company for eleven years more, he inspired confidence, and sustained the reputation he had before acquired.

"Death has thus taken from this board two of its members since its last meeting a month ago, and within a few months three that have been presidents of the Company.

"Though the failing health of Mr. Longstreth has awakened our solicitude for many months past we feel that the shock now given is a severe one.

"This Board sympathizes with the family of Mr. Longstreth, and directs that a copy of these minutes be sent to them.

"On Motion,

"*Resolved*, That out of respect for the memory of our late President, it is the opinion of this Board, that it is inexpedient to appoint a President at this time, and that the Vice-President perform the duties of the office until the next election.

"*Resolved*, That Robert A. Packer be elected as a member of this Board in place of Wm. W. Longstreth, deceased."

By order of the Board,

CHARLES HARTSHORNE,

*Vice-President.*

TWENTY-FIFTH  
ANNUAL REPORT  
OF THE  
SUPERINTENDENT AND ENGINEER  
OF THE  
LEHIGH VALLEY RAIL ROAD COMPANY,  
FOR THE FISCAL YEAR ENDING  
NOVEMBER 30TH, 1879.

BETHLEHEM, PA., *November 30th, 1879.*

CHARLES HARTSHORNE, ESQ., *Vice-President.*

SIR:—The following report of the operations of the Lehigh Valley Rail Road, for the fiscal year ending November 30th, 1879, is respectfully submitted.

This year closes with the largest production of coal of any year since the opening of the Anthracite trade, and the indications are that it will be still further augmented during the coming season.

There being no arrangement made during the year by the producing companies for limiting production to the demand, the result has been an unprecedented amount of coal mined, transported and sold at ruinously low rates. It would seem as though the desideratum sought was a large business, irrespective of profits, and this has, no doubt, in most cases, been attained.

The policy adopted by our company early in the year, was to restrict the production of coal, with the hope that the other companies would do likewise during the winter, and thus give to all branches of the trade, for the balance of the season, fair remuneration for labor and capital invested; but the only apparent effect produced was to stimulate the efforts of the others to increase tonnage and reduce prices. Such, at least, was the result.

After being satisfied that there was to be no change in the course of our competitors, and after a loss of about 275,000 tons, in comparison with a corresponding period of the previous year, our tolls were reduced to meet the competition, which stimulated the trade by our line to an aggregate for the year of 4,361,786 tons, an increase of 915,170 tons over the year 1878.

The total amount of Anthracite Coal transported over the main line and branches for the year was  $4,361,785\frac{1}{2}$  tons, an increase, compared with last year, of  $915,169\frac{1}{2}$  tons, or 26 25 per cent.

The coal was derived from the following sources :—

REGIONS	1878	1879	Increase	Decrease
Wyoming .....	919,712.09	1,135,587.00	215,874.11	.....
Hazleton .....	1,520,049.07	1,964,278.16	444,229.09	.....
Upper Lehigh.....	948.15	92.17	.....	855.18
Beaver Meadow.....	435,951.04	474,761.05	38,810.01	.....
Mahanoy .....	565,825.16	786,081.19	220,256.03	.....
Mauch Chunk .....	1,633.12	782.03	.....	851.09
Port Delaware.....	2,494.15	201.10	.....	2,293.05
Totals.. ... ..	3,446,615.18	4,361,785.10	915,169.12	

And was distributed as follows :—

Points of Delivery	1878	1879	Increase	Decrease
At Mauch Chunk .....	3,059 10	4,174 11	1,115 01	
On line of road above Mauch Chunk.....	7,667 11	9,326 05	1,658 14	
On line of road above M. C'k for use of Co.	71,153 03	82,156 04	11,003 01	
To P. & N. Y. R. R....	449,802 12	506,723 03	56,920 11	
" Northern Cen. R. R.	20,312 10	8,620 18	.....	11,691 12
" D., H. & W. R. R....	29,586 18	46,852 08	17,265 10	
To L. & S. Div. C. R. R. of N. J. at Paekerton	7,280 00	9,628 00	2,348 00	
To Catawissa R. R.	.....	56 14	56 14	
" Lehigh Canal at M. Chunk, .....	98,835 05	62,531 01	.....	36,304 04
To L. & B. R. R.....	161 18	99,886 16	99,724 18	
Local east of M. Chunk East of Mauch Chunk	35,601 17	49,826 04	14,224 07	
for use of Co. ....	73,207 16	90,746 09	17,538 13	
To Furnaces & Mfg. Co's	578,640 12	592,883 12	14,243 00	
" Berks & Lehigh R. R.	11 12	23 04	11 12	
" Cata. & Fog. R. R....	8,073 04	3,377 01	.....	4,696 03
" Iron ton R. R.....	4,982 11	6,256 18	1,274 07	
" East Penna. R. R....	300 03	477 13	177 10	
" Perkioman Br'ch P. & R. R. R.....	60,374 06	35,283 13	.....	25,090 13
To North Penna. Divi- sion P. & R. R. R.....	211,143 13	207,108 11	.....	4,035 02
To Pt. Delaware (Mor- ris Canal).....	170,564 13	211,670 17	41,106 04	
To Morris & Essex Div. D., L. & W. R. R....	56,143 00	48,296 07	.....	7,846 13
To Bel. Div. Pa. R. R.	677,016 06	749,063 13	72,047 07	
" C. R. R. of N. J....	3,319 08	339 16	.....	2,979 12
" N. J. Div. L. V. R. R.	879,377 10	1,536,475 12	657,098 02	
Totals .....	3,446,615 18	4,361,785 10	915,169 12	

The increase of tonnage, east of Mauch Chunk, is 773,073 tons, or 28.02 per cent. The amount of coal delivered to furnaces, rolling-mills and the manufacturing establishments upon our line shows an increase of 14,243 tons, or 2.46 per cent, and aggregates 592,883 $\frac{1}{2}$  tons.

Coal received at Perth Amboy for shipment shows an increase of 610,786 tons, or 77.76 per cent.



Coal delivered to Morris Canal this year aggregates 211,671 tons, an increase of 41,106 tons, or 24.10 per cent.

Coal delivered to Belvidere Division of Pennsylvania Rail Road shows an increase of 72,047 tons, or 10.64 per cent.

Coal delivered to Lackawanna and Bloomsburg Division of D. L. & W. R. R. amounted to 99,887 tons, which is an increase of 99,725 tons. This is due to several of the collieries on our line changing hands, and to the diversion of the Pennsylvania Coal Company's west bound tonnage.

#### TONS OF ANTHRACITE COAL CARRIED ONE MILE.

REGION	1878	1879	Increase
Wyoming.....	29,014,502.00	34,046,223.11	5,031,721.11
Hazleton .....	35,867,621.09	47,582,309.09	11,714,688.00
Beaver Meadow .....	9,725,080.00	10,523,320.18	803,240.18
Mahanoy .....	22,000,095.14	32,037,661.15	10,037,566.01
Total above M. Chunk.	96,607,302.03	124,194,515.13	27,587,213.10
“ below “	166,144,329.17	242,435,710.02	76,291,380.05
Grand Total.....	262,751,632.00	366,630,225.15	103,878,593.15

The number of tons of Anthracite coal carried one mile was 39.53 per cent. greater, and the rate per ton per mile received 24.5 per cent. less than in 1878.

Miscellaneous freight traffic amounted to 150,540,605 tons carried one mile, being an increase of 33.75 per cent. over last year.

The rates obtained per ton per mile ( $\frac{9.9}{100}$  cts.) were 14.65 per cent. less than last year.

Receipts from freight amounted to \$1,488,578.38, an increase of 13.70 per cent. This branch of our business shows a larger tonnage and greater receipts than ever before; but the rate received per ton per mile is lower than in any previous year.

The amount of Western produce seeking Philadelphia via our line, as a point for foreign shipment, has increased largely, and will con-

tinue to grow in importance, if facilities are furnished for its transportation and transfer from cars to vessels. This trade should be fostered by all the means at our command, for in addition to the desirability of the traffic, the competition between rail and lake to the West has so reduced the rates on return loading, that a large share of our coal going West is sent in return grain cars. Unless, therefore, we can have the freight East, we can not have the cars to load going West. The present inadequate provision for taking care of this class of freight, by our connecting roads, resulted in an accumulation of 2,500 cars, or 25,000 tons of grain upon our road at one time. Such a condition of affairs has the effect not only to retard the growth of trade by our line, but adds materially to the cost of transportation of that moved.

Receipts from passengers, mail and express show an increase of \$16,618.21, or 3.99 per cent.

Passengers carried one mile, 15,082,971, an increase of 9.94 per cent. over last year.

The total road receipts and expenses for the year are shown below:—

From transportation of	Gross Receipts	Expenses	Net Receipts
Coal .....	\$4,011,444 50	\$1,853,673 40	\$2,157,771 10
Freight .....	1,488,578 38	859,998 59	628,579 79
Passengers, Express & Mail..	432,302 77	283,309 29	148,993 48
Totals, .....	\$5,932,325 65	\$2,996,981 28	\$2,935,344 37
1878 .....	5,532,738 11	2,456,926 63	3,075,811 48
Increase or <i>Decrease</i> .....	\$399,587 54	\$540,054,65	\$140,467 11
Increase or <i>Decrease</i> per cent	7.22	21.98	4.57

Cost of operating the road 50.52 per cent. of receipts, which is an increase of 6.11 per cent. over last year; this, however, may be regarded as a very satisfactory result, when it is considered that the rates received on coal and other freight are less than ever before since



the opening of the road, coal being 24.5 per cent., and freight 14.65 per cent. lower than last year, and that there has been charged in our operating expenses the cost of renewal of over thirty miles of iron track, with steel rails; the replacing of three timber bridges with iron ones, and the substitution of many improved and more expensive switches and frogs; and other betterments of the road and its equipment.

This ratio between receipts and expenses can not be maintained in the face of the heavy advance in the price of all materials which go to make up the cost of operating, and the increased demand for labor, unless higher rates are obtained for transportation.

### BRIDGES.

On Beaver Meadow Division the Iron Truss Bridge at Turnhole has been raised to equalize the grade, and furnished with new iron stringers.

On Wyoming Division new double track iron bridges have been completed at the Company's shops, and put up during the past year over L. & S. R. R., east of White Haven, at Bridge No. 28, and at Fairview.

A new iron bridge is now being made to replace the present wooden structure over Solomon's Creek. This, when completed, will make all our bridges on main line iron, except the one at Penn Haven.

On Mahanoy Division an iron bridge of three spans has been built across Mahanoy Creek, on the Ashland branch, in place of the temporary wooden trestle.

### BUILDINGS.

On New Jersey Division a new freight station has been built at New Market, and freight and passenger station begun at Stanton. A small passenger station has also been erected at Metuchen Tank.

On Lehigh Division the ground has been graded for a new round house, at South Easton, and the walls put up and are now ready for the roof. It will be completed early in the coming year, and will house forty engines.

On Mahanoy Division four blocks of houses have been built at Delano, and a small station house at Brownsville, at the junction of Ashland branch with main line.

A new water station, with permanent tank and stone foundations, has been built at Bloomsbury.

### EQUIPMENT.

Our locomotive equipment has been increased during the year by three (3) engines, built at our own shops.

We have increased our stock of cars as follows:—

#### BUILT AT OUR OWN SHOPS.

Eight-wheeled platform cars.....	2
Eight-wheeled gondola cars .....	141
Eight-wheeled house cars .....	38
Bark cars .....	18
Stock cars .....	1

In addition to the above increase of cars, there were built at Packerton, 255 coal cars and 79 freight cars to replace those worn out and broken up; 50 freight cars for Pa. & N. Y. C. & R. R. Co.; 145 mine cars for Lehigh Valley Coal Company, and 1,000 box cars for the N. Y., L. E. & Western R. R. Co., besides keeping all our cars in complete repair.

Our equipment is now as follows:—

	On last Report	Increase	Decrease	November 30, 1879
Engines of all classes.....	235	3	.....	238
Passenger Cars .....	71	.....	.....	71
Pay Car .....	1	.....	.....	1
Baggage and Express Cars.....	36	.....	.....	36
Gravel Cars .....	166	.....	.....	166
Eight-wheeled House Cars.....	1,050	38	.....	1,088
Stock Cars .....	12	1	.....	13
Bark Cars .....	.....	18	.....	18
Wreck and Tool Cars .....	26	.....	.....	26
Four-wheeled Platform Cars...	9	.....	.....	9
Six-wheeled Platform Cars .....	100	.....	.....	100
Eight-wheeled Platform Cars...	425	2	.....	427
Four-wheeled Caboose Cars.....	25	.....	.....	25
Six-wheeled Caboose Cars .....	1	.....	.....	1
Eight-wheeled Caboose Cars....	40	.....	.....	40
Lime Cars .....	44	.....	.....	44
Gondola Cars .....	309	141	.....	450
Tunnel Coal Cars .....	100	.....	.....	100
Coal Cars, rated as four-wheeled	24,461	.....	.....	24,461

## RAILS.

Some of the first steel rails laid upon the road in 1864, having become so worn as to be considered unsafe in main track, have, within the past two or three years, been removed and laid in sidings, where they will yet be serviceable for many years. The rails spoken of in former reports as laid above the scale at Packerton, have, up to this date, had a tonnage of 45,746,738 tons over them and are still in good condition.

We have relaid track with steel rails, and have now in use as follows:—

MILES OF STEEL TRACK	On Last Report	Laid and Relaid this year	Total now in use
On New Jersey Division .....	72.76	11.79	84.55
On Lehigh Division .....	96.72	1.95	98.67
On Wyoming Division .....	52.13	1.46	53.59
On Beaver Meadow Division	34.06	.28	34.34
On Hazleton Division. ....	22.28	8.85	31.13
On Mahanoy Division. ....	27.23	9.95	37.18
Totals .....	305 18	34.28	339.46
On P. & N. Y. R. R., Wilkes-Barre to L. & B. Junction.	9.68	1.25	10.93

## TRACK.

There are now in use on all divisions:—

134.40 miles of single track,  
159.00 miles of double track, in addition to which there are  
17.80 miles of second track laid, but used as sidings, and  
187.37 miles of sidings.

Total, 657.57 miles, an increase during the year of 17.69 miles, caused by extension of second track and sidings, as follows:—

At South Wilkes-Barre the entrance to basin from Penna. Canal and the trestle east of same have been filled in and the second track extended 845 feet, thus giving us double track from Sugar Notch to Hazle street, Wilkes-Barre.

The double track between lumber yard and Hazleton has been completed.

New sidings have been put in at Fairview and Sugar Notch on Wyoming Division.

On New Jersey Division we have largely increased our sidings at Perth Amboy, principally for a new yard for assorting coal, with capacity of about 1,400 cars.

A branch track has been laid, one mile long, running from West End to Iron Mines, near that place. The grading was done by the mining company.

On Hazleton Division we have extended the siding at Laurel Hill breaker, and have built a new siding at New Cranberry breaker.

On Beaver Meadow Division a new siding has been built at Jeanesville No. 5 breaker.

On Mahanoy Division a second track has been laid between Myersville and Shenandoah, and a new siding laid at Philadelphia Coal Company's breaker No. 4.

Sidings have also been extended on Lehigh, Wyoming and Beaver Meadow Divisions.

On P. & N. Y. R. R., between Wilkes-Barre and L. & B. Junction, new second track 4,330 feet long, at present used as a siding, has been laid west of Plainsville Station.

There are also on the main line and branches 6.26 miles of grading complete and ready for the track, as follows:—

On New Jersey Division .....	0.37 miles
On Lehigh Division.....	0.63 miles
On Wyoming Division.....	1.22 miles
On Hazleton Division (from Harleigh to mouth of Cranberry Creek.....	3.84 miles
On Beaver Meadow Division....	0.20 miles
Total... ..	6.26 miles

The following materials were used for repairs and construction :—

DIVISION	Steel Rails	Iron Rails	Switch Frames	Frogs	Cross-Ties	Splices	Kegs of Spikes
New Jersey.....	4,185	1,037	34	66	63,195	4,556	293
Lehigh .....	691	235	65	81	43,196	1,016	239
Wyoming.. .....	1,290	201	27	84	24,923	208	940
Hazleton.....	3,116	465	55	66	42,277	2,156	310
Beaver Meadow...	136	29	15	24	23,588	182	89
Mahanoy .....	3,555	1,486	23	49	47,068	1,772	252
Totals ....	12,973	3,453	219	370	244,247	9,890	2,123
P. & N. Y. R. R. Wilkes-Barre to L. & B. June,	445	14	5	21	7,148	425	60

### TELEGRAPH.

During the past year our telegraph wires have been extended as follows:—

1st. A new wire was erected for us by Western Union Telegraph Company from Perth Amboy to New York city, and leased to our Company.

2nd. The New Jersey Division wire which ran from Perth Amboy to Easton, was extended twelve miles, to Bethlehem, on poles of Western Union Company.

3d. A new wire of about one-half mile was erected from East Penn Junction to Allentown, on poles of Western Union Telegraph Company.

4th. A new wire was erected from Packerton to Weatherly, 15 $\frac{4}{10}$  miles, connecting there with the Hazleton Division wire, to Tomhicken. The object of this was to separate the Mahanoy Division wire from the Hazleton Division wire. Nine miles of this wire, from



Packerton to Penn Haven Junction, were put on the poles of Western Union Telegraph Company.

We have now in progress a further extension of the New Jersey Division wire, from Bethlehem to Mauch Chunk, on poles of Western Union Telegraph Company.

We own lines of telegraph poles, as follows:—

Perth Amboy to Phillipsburg.....	60.0 miles
Penn Haven Junction to Tomhicken .....	24.7 miles
Black Creek Junction to Mt. Carmel.....	41.0 miles
White Haven to L & B. Junction.....	39.7 miles

Total..... 165.4 miles

The Pa & N. Y. C. & R. R. Co. own from L.

& B. Junction to Waverly Junction..... 94.9 miles

We operate a wire from Perth Amboy to New York, leased from the Western Union Telegraph Company.

We also own and operate the following wires:—

No. Line	TERMINAL POINTS	On N. Y. R. R.	On L. V. Poles	On W. U. Poles	Totals
10	Perth Amboy to Bethlehem .....		60.0	12.2	72.2
8	Easton via Glendon to Phillipsburg .....			4.0	4.0
1	Easton via Phillipsburg to Mauch Chunk.....			46.5	46.5
5	Phila. via Bethlehem to Waverly, New York, (This wire extends over P. & N. Y. R. R. to Waverly 95.4 miles)	55.0	39.7	57.7	152.4
9	East Penn Junction to Allentown .....			0.4	0.4
4	Packerton to Mt. Carmel .....		43.5	12.0	55.5
6	Packerton to Tomhicken .....		24.7	9.0	33.7
7	Hazleton Shop to Tomhicken .....		9.3		9.3
2	Packerton to L. & B. Junction .....		39.7	26.4	66.1
		55.0	216.9	168.2	440.1

The P. & N. Y. C. & R. R. Co. own and operate a wire (line No. 3) from L. & B. Junction to Elmira..... 113 miles and that part of line No. 5 between L. & B. Junction and Waverly ..... 95.4 miles

During the year a new freight pier, No. 6, 936 feet long and 75 feet wide, was begun and is nearly completed; this is designed to take the place of one now in use, which will be converted into a coal pier as necessity requires.

Five slips at Perth Amboy Wharves, having become so filled with sediment as to interfere with the loading of deep draught vessels, have been dredged out and deepened to a depth of 20 feet at outer end and 16 feet at the inner end, at low tide. This will admit vessels of any tonnage which can pass over the bar in the harbor. About 124,000 cubic yards of material were removed.

The old coal chutes at Port Delaware, having become unsafe from decay, have been replaced by new ones, which enable us to largely increase our coal shipments over Morris Canal, from that point.

On Mahanoy Division, a new coal platform has been built at Delano, and three reservoirs made, capable of supplying the shops, engines and town with water in any emergency.

No work has yet been done on the improvement of the road between Penn Haven and Black Creek Junction, recommended in our last report, but it is expected to commence upon it early in the coming year, and complete about 3,000 feet of the heaviest portion as soon as practicable; this will avoid two bridges and the necessity for rebuilding the same.

In the Annual Report for 1876, I urged the need of greater facilities and a more economical mode of surmounting the Wilkes-Barre mountain with our south-bound trade. This is becoming more pressing each year, and with a due regard to the economical handling of this business, it should not be longer delayed. Extension of our engine house and shop facilities is also much needed. At this time we have from 15 to 20 locomotives standing out, which adds to the expense for attendance and fuel.

The want of a sufficient supply of water for our locomotives and steam tugs, and other vessels at Perth Amboy docks, and as a protection in case of fire occurring upon either of our coal piers, is a matter for serious consideration. There seems to be no solution of the difficulty short of pumping the water at Metuchen high enough to run in iron pipes to Perth Amboy, 7 miles. During the past year much of

the water used at Perth Amboy was hauled in tanks from Metuehen; this is both expensive and the supply thus obtained entirely inadequate. To provide as far as possible against danger from fire, a large pump, covered with fire-proof building, is being erected, and the necessary appliances for the distribution of the water are being provided.

Two years ago there was organized a plan of relief fund, for the benefit of our employees injured while in the discharge of their duties. Subsequently it was extended to the employees of the Penna. & N. Y. Canal & R. R. Co., and of the Geneva, Ithaca & Sayre R. R. Co. It is established and maintained by the voluntary contributions of the employees, and a like amount by the companies themselves. Any contributor who has paid one or two dollars when the call is made, is entitled, in case of accident to him, to receive six or twelve dollars per week, during his disability, up to a period of six months. In case of death, \$50 is appropriated for his funeral and other immediate expenses, and if he leaves a widow, or a child or children under 16 years of age, \$3.00 per week for each contributor of \$1.00, and \$6.00 per week for each contributor of \$2.00, is paid for a period of one year, under proper provisions. Since the organization of this fund, January 1st, 1878, there have been four calls, and there has been contributed by the men \$9,280, and a like amount by the companies. Payments have been \$14,913.25, for the relief of disabled men and their families, and there is now in the treasury \$3,646.75. The last call was made in August, when there were 1715 contributors. This, together with the wise and generous provision made by our late honored President, in his Will, for the sick and disabled employees of this Company, should have the effect to identify our men more closely with the interests of the Company, and inspire them with zeal in the prosecution of their duties.

Very respectfully,

ROBERT H. SAYRE,

*Gen'l Sup't and Chief Eng'r.*



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# REPORT

OF THE

PENNSYLVANIA AND NEW YORK CANAL

AND

RAILROAD COMPANY.

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OFFICERS AND DIRECTORS

OF THE

Pennsylvania & New York Canal and R. R. Co.

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PRESIDENT,

ROBERT H. SAYRE.

TREASURER,

CHARLES HARTSHORNE.

GENERAL SUPERINTENDENT,

ROBERT A. PACKER.

---

DIRECTORS.

CHARLES HARTSHORNE,  
ROBERT A. PACKER,  
VICTOR E. PIOLLET,  
GARRETT B. LINDERMAN,  
HARRY E. PACKER,  
J. HENRY SWOYER,

JOHN J. TAYLOR,  
ROBERT LOCKHART,  
JOHN W. HOLLENBACK,  
WILLIAM H. SAYRE,  
ELISHA P. WILBUR,  
JAMES I. BLAKSLEE.

# REPORT.

*Bethlehem, Pa., Jan. 12th, 1880.*

TO THE STOCKHOLDERS OF THE PENNSYLVANIA AND NEW YORK  
CANAL AND RAILROAD COMPANY.

The managers submit the following report of the business of your road for the past year.

The earnings and expenses for the fiscal year ending November 30th, 1879, were as follows :

From.	Gross Receipts.	Expenses.	Net Receipts.
Transportation of Coal ...	\$641,910 85	\$344,735 12	\$297,175 73
Transportation of Freight	511,560 75	294,642 74	216,918 01
Transportation of Pas- sengers, Mail and Express.....	134,262 99	81,886 76	52,376 23
Canal.....	204 25	1,881 52	Loss, 1,677 27
Miscellaneous .....	34,999 08		34,999 08
Total 1879 .....	\$1,322,937 92	\$723,146 14	\$599,791 78
Total 1878 .....	1,424,467 76	896,425 79	528,041 97
Increase or Decrease.....	<i>\$101,529 84</i>	<i>\$173,279 65</i>	<i>\$71,749 81</i>
Percentage of Inc. & Dec	<i>7.13</i>	<i>19 33</i>	13.59

Operating expenses 54.66 per cent. of gross receipts.

During the year \$210,000 has been paid for interest on Bonds, leaving \$389,791.78 applicable to taxes, dividends, &c.

The total amount of coal, Anthracite and Bituminous, transported was 1,190,063 tons, an increase over the previous year of 94,700 tons, or 8.65 per cent.

The decrease of receipts from coal and passenger transportation amounts to \$109,687.81.

Miscellaneous freight traffic has increased largely, but was done at reduced rates, the receipts therefrom showing an increase of \$6,613.45.

It is gratifying to note a reduction in the operating expenses of the road and an increase in net receipts, notwithstanding the reduced rate obtained for transportation of coal was 26.89 per cent., and of miscellaneous freight 12.64 per cent. less per ton per mile than last year.

It may reasonably be expected that the business of your road during the coming year will be favorably affected by the general prosperity of the country, and that we will not again have to report a further reduction of rates.

When the road was originally built it was provided with single track wooden bridges, the renewal of which with double track iron structures as needed has been an item of considerable moment in the charges for operating expenses.

Of the 23 bridges on main line—varying from 19 ft. to 165 ft. spans and aggregating 3907 lineal feet, all have been replaced with structures of iron except 3. One of these is under contract and it is designed to replace the other two during the year.

The substitution of steel for iron rails has also added to the operating expenses. During the past year 23 miles of steel rails were laid, leaving but 30 miles to lay the coming year to complete the line.

At Sayre the smith shop is being completed, which is the only addition made to the much needed shop facilities at this point.

Since the date of last report the New York, Lake Erie & Western R. R. Co. purchased a half interest in the stock of the Buffalo Creek Railroad Co., 876 shares of which were obtained from our company, and the road is now worked on joint account.

Their receipts during the past year were \$57,874.87, an increase over the previous year of \$6,181.33. The expenditures for taxes, interest on floating debt and operating expenses amounted to \$30,167.71, leaving a balance of \$27,707.16. So much of this as is necessary should be used in replacing the present wooden bridge across Buffalo Creek with a structure of iron, and the balance applied to the reduction of their floating debt which is now \$90,000.

We refer to the report of our General Superintendent accompanying this for further details of our business.

During the year we have lost by death two of our Directors, Hon. Asa Packer and William W. Longstreth, both of whom have been members of the Board since our reorganization as a Railroad Company; indeed, to the foresight and good judgment of the former the railroad may be said to owe its construction; and in this he was ably seconded by Mr. Longstreth.

By order of the Board.

ROBT. H. SAYRE,

*President.*

# REPORT OF THE SUPERINTENDENT

— OF THE —

Penna. & New York Canal & R. R. Co.

*Office of the General Superintendent,*

SAYRE, PA., November 30th, 1879.

ROBERT H. SAYRE, Esq., President.

SIR:—The following report of the business and operations of this road, for the fiscal year ending November 30th, 1879, is respectfully submitted:

## COAL TONNAGE.

The total amount of coal transported upon the road during the year just closed, was 1,190,063 tons, an increase of  $94,699\frac{1}{2}\frac{1}{6}$  tons, or  $8\frac{6}{10}\frac{5}{6}$  per cent. over business of the preceding year.

The effort to dispose of the increased production of Anthracite coal, has resulted in sharp competition in every field of consumption, and prices have been lower than ever before known. The rates obtained for transportation have correspondingly decreased, and, notwithstanding the increase of tonnage, our gross receipts from this source have fallen off 13.73 per cent. as compared with last year.

The details of the production of the coal passing over this road, the points to which it was distributed, and a comparison in each particular with the business of the preceding year, will be found in the following tabular statements.

Total coal tonnage for 1879, compared with previous year.

	1878		1879		Increase
	Tons	Cwt.	Tons	Cwt.	
Anthracite .....	780,796.01		860,161.15		79,365.14
Bituminous.....	314,567.08		329,901.05		15,333.17
Total.....	1,095,363.09		1,190,063.00		94,699.11

Percentage of increase in total coal tonnage  $8\frac{6.5}{100}$ .

The Anthracite tonnage was derived from the following sources :

REGIONS	1878		1879		Increase & Decrease
	Tons	Cwt.	Tons	Cwt.	
Wyoming .....	731,134.10		786,497.15		55,363.05
Hazleton.....	13,177.01		23,478.06		10,301.05
Beaver Meadow .....	750.13		6.06		744.07
Mahanoy.....	6.11				6.11
St. Line and Sullivan..	35,727.06		50,179.08		14,452.02
Total.....	780,796.01		860,161.15		79,365.14

Percentage of increase in Anthracite tonnage  $10\frac{1.6}{100}$ .

And was distributed as shown by statement below :

	1878		1879		Increase & Decrease
	Tons	Cwt.	Tons	Cwt.	
On Line Road.....	18,123.01		23,841.05		5,718.04
Montrose Railway.....	2,964.04		4,082.05		1,118.01
S. Central R. R.....	194,495.13		151,996.12		42,499.01
G., I. & S. R. R.....	284,263.07		266,681.13		17,581.14
Lehigh Valley R. R....	80.15		5.08		75.07
Erie Railway Junct....	44,339.06		26,284.12		18,054.14
Erie Railway, 3d Rail..	169,736.17		330,556.05		160,819.08
Watkins "direct".....	30,771.09		18,438.14		12,332.15
For use of Company...	36,021.09		38,269.16		2,248.07
Lack. & Bloom'g R. R.			5.05		5.05
Total.....	780,796.01		860,161.15		79,365.14



The sources of supply and distribution of the Bituminous coal tonnage were as follows:

RECEIVED FROM BARCLAY REGIONS	1878		1879		Increase and Decrease	
	Tons	Cwt.	Tons	Cwt.	Tons	Cwt.
Towanda Coal Co.....	165,035.06		191,880.14		26,845.08	
Schraeder Coal Co.....	149,284.17		137,606.00		11,678.17	
N. Central R. W. (Gas Coal)	247.05		414.11		167.06	
Total.....	314,567.08		329,901.05		15,333.17	

Percentage of increase in Bituminous tonnage  $4\frac{8.7}{100}$ .

### DISTRIBUTION OF BITUMINOUS COAL.

	1878		1879		Increase & Decrease	
	Tons	Cwt.	Tons	Cwt.	Tons	Cwt.
On Line of Road.....	1,291.03		1,176.13		114.10	
To S. C. R. R....	93,435.01		84,671.09		8,763.12	
To G., I. & S. R. R....	31,188.05		21,636.11		9,551.14	
To L. V. R. R.....	22,761.03		29,953.02		7,191.19	
To Erie Railway.....	165,035.06		191,880.14		26,845.08	
Used by Company.....	856.10		582.16		273.14	
Total.....	314,567.08		329,901.05		15,333.17	

### ANTHRACITE AND BITUMINOUS COAL.

#### TOTAL TONS CARRIED ONE MILE.

	1878	1879	Increase & Decrease
	Tons	Tons	
Anthracite.....	68,410,511 $\frac{30}{100}$	74,465,516 $\frac{25}{100}$	6,055,005 $\frac{65}{100}$
Bituminous.....	7,596,470 $\frac{22}{100}$	8,218,712 $\frac{53}{100}$	622,241 $\frac{34}{100}$
Total.....	76,006,982 $\frac{22}{100}$	82,684,229 $\frac{48}{100}$	6,677,247 $\frac{19}{100}$

Percentage of increase in tons carried one mile  $8\frac{78}{100}$ .



Under our contract with the New York, Lake Erie and Western Rail Road Co., for the use of their 3d rail, we have continued running coal trains between Waverly and Buffalo, hauling all coal loaded in cars furnished by us. The total amount thus transported by our own trains on that road, being  $176,460\frac{1}{2}\frac{7}{8}$  tons.

The balance of the Anthracite tonnage reported in the preceding tables as delivered at Eric Junction, for 3d rail, was loaded in box cars furnished by the N. Y., L. E. & W. R. R., and was hauled by their trains from Waverly.

The increase in eastward bound grain and other freights, which will be noted in its proper connection, has furnished a large supply of box cars to be loaded West with coal.

The low rates accorded to this business by all the transportation lines, and the advantages of direct shipment to consumers, without transfer or breaking bulk between the mines and the points of delivery, have made this a popular feature of the trade, and our reports show a large increase of tonnage in such cars, the whole amount so transported during the year being  $188,409\frac{9}{10}\frac{8}{10}$  tons, an increase over the preceding year of  $128,715\frac{9}{10}\frac{8}{10}$  tons, or  $215\frac{6}{10}\frac{3}{10}$  per cent. Of this, there were loaded in cars returnable via Erie Railway  $154,095\frac{8}{10}$  tons, an increase over the year before of  $116,364\frac{1}{10}\frac{9}{10}$  tons, in cars returnable via Geneva, Ithaca and Sayre R. R.,  $22,905\frac{9}{10}$  tons, an increase of  $8,864\frac{1}{10}\frac{6}{10}$  tons, and in cars returnable via Southern Central Railroad  $11,408\frac{1}{10}$  tons, an increase of  $3,486\frac{9}{10}\frac{2}{10}$  tons. The proportion of coal carried in box cars was  $21\frac{9}{10}\frac{9}{10}$  per cent. of our whole Anthracite tonnage, furnishing a corresponding relief in the service required of our regular coal car equipment.

We note a further increase in the consumption of coal dirt for steam purposes, the amount transported over our road during the year having been  $20,352\frac{1}{10}\frac{9}{10}$  tons, against  $12,186\frac{4}{10}$  tons for previous year.

### FREIGHT.

The amount of general freight, exclusive of coal, transported during the year was  $771,680\frac{8}{10}\frac{9}{10}$  tons, an increase from last year of  $121,337\frac{1}{10}\frac{4}{10}$  tons, or  $20\frac{21}{10}$  per cent.

The number of tons carried one mile was 67,457,130 $\frac{49}{100}$  an increase of 9,638,523 $\frac{97}{100}$  tons or 16 $\frac{67}{100}$  per cent. over previous year.

The increase of tonnage has been accompanied by a still further decline in rates so that the gross receipts from this source have increased only 1 $\frac{31}{100}$  per cent.

The average rate per ton per mile on all freights for the year just closed was  $\frac{76}{100}$  of a cent, against  $\frac{87}{100}$  of a cent per ton per mile for last year. The lowest point was reached in May last, when the average for all freights, including our local business, was only  $\frac{47}{100}$  of a cent per ton per mile. Since that time there has been some improvement in rates.

These however have not advanced in proportion to the improvement in other lines of business, nor sufficiently to make the general average equal to last year's rates. Figures showing the net earnings from this source cannot be intelligently considered without taking into account the decline in rates since 1873, which has been so marked that the following record of the average rate per ton per mile on all freights, for each year, will no doubt be interesting. For 1873, 2 $\frac{43}{100}$  cents per ton per mile; for 1874, 2 $\frac{12}{100}$  cents; for 1875, 1 $\frac{60}{100}$  cents; for 1876, 1 $\frac{32}{100}$  cents; for 1877, 1 $\frac{09}{100}$  cents; for 1878,  $\frac{87}{100}$  of a cent, and for 1879,  $\frac{76}{100}$  of a cent.

The movement over our road of western grain and produce for export was greater than during any previous year, and during several months we were obliged to hold a large number of loaded cars in our sidings, on account of the inadequate facilities, in Philadelphia, for the storage and shipment of so large a volume of business.

The total tonnage of our road including Coal and other freights was 1,961,743 $\frac{89}{100}$  tons. This is partly stated in gross tons and would if reduced to a common standard increase the total to over two million tons of 2,000 pounds each.

### PASSENGER BUSINESS.

The whole number of paying passengers carried on our road during the year was 140,118, equal to 5,339,415 carried one mile. This shows a decrease from last year of 6 $\frac{22}{100}$  per cent. in number of pass-

engers, and  $1\frac{24}{100}$  per cent. in passengers carried one mile. The gross receipts from this source have fallen off  $5\frac{47}{100}$  per cent. from the previous year.

The average amount received from each passenger carried in 1878 was  $98\frac{96}{100}$  cents, and in 1879,  $96\frac{22}{100}$  cents. The average distance traveled by each in 1878 was  $36\frac{17}{100}$  miles and in 1879,  $38\frac{19}{100}$  miles. The average rate per passenger per mile in 1878 was  $2\frac{73}{100}$  cents, and in 1879  $2\frac{52}{100}$  cents.

### EQUIPMENT.

No additions have been made to the locomotive equipment during the year. We have added to our car equipment during the year 50 four-wheeled coal ears by purchase, and 50 house cars built for us at Paekerton shops, to replace 50 of our house ears put into the Red Line Transit Co. Our ear numbers have been kept full by rebuilding all classes of ears as fast as worn out or destroyed, and the whole equipment, both of locomotives and ears, has been kept in good condition for efficient service.

#### List of Locomotives and Cars:

	By last report.	Added during year.	Total now.
Locomotives, .....	50 .....	.....	50
Wrecking and derrick cars, ..	4 .....	.....	4
Gravel cars, .....	31 .....	.....	31
Four-wheeled caboose cars, ....	28 .....	.....	28
Eight-wheeled caboose cars, .....	6 .....	.....	6
Eight-wheeled platform ears, .....	57 .....	.....	57
Eight-wheeled gondola cars, .....	210 .....	.....	210
Eight wheeled stock cars, .....	97 .....	.....	97
Eight-wheeled house ears, .....	256 .....	50 .....	306
Four-wheeled coal cars, .....	800 .....	50 .....	850
Eight-wheeled coal ears, .....	100 .....	.....	100

### TRACK.

The total length of track now laid and in use, in main line, sidings and branches, is  $222\frac{92}{100}$  miles, an increase of  $2\frac{20}{100}$  miles from last year.

## Classification and mileage of track :

	Miles.
Main Line, Wilkes-Barre to N. Y. State Line,.....	104.30
Second track in use as such, .. .. .	35.63
Sidings and second track used as sidings,.....	53.41
Waverly & State Line R. R. and sidings,.....	3.46
Branch and sidings connecting with G., I. & S. R. R.	4.39
Branch and sidings connecting with S. C. R. R...	4.47
Sidings at Waverly,.....	.39
Sidings at Elmira, .....	.58
Branch and sidings connecting with Barclay R. R.	3.07
Pleasant Valley Branch and sidings,.....	5.82
Sidings at West Pittston,.....	1.23
Short Branches to Coal Breakers and sidings,.....	5.27
Total, .....	<u>222.02</u>

Double track is in use between the same points as at the date of our last report. Some additional grading has been done for second track between La Grange and Tunkhannock. We have not undertaken any new work in this direction at other points. The additional track mileage has been laid in sidings and extensions in Coxton yard, and minor improvements at Sayre and other points.

We have now in use in our main track  $109\frac{23}{100}$  miles of steel rails, an increase of  $23\frac{10}{100}$  miles from last year. Steel rails have been used for all renewals since 1876. We still have about 30 miles of iron rails in our main tracks, most of which will need to be renewed next year. Our track has been maintained in good condition during the year, and the following materials have been used in it, viz.: 8218 new steel rails, 74 frogs, 442 kegs of spikes, 13,345 lineal feet of switch timbers, and 65,851 cross ties.

## BRIDGES, BUILDINGS, &amp;c.

The new double track iron bridge of 9 spans, each 160 feet long, which was in process of erection over the Susquehanna river at Towanda at the date of our last report, was finished early in the present year, and takes the place of a single track wooden bridge of the same length. This structure was built by Kellogg & Maurice, of Athens, and is the largest bridge on our road. Its erection is a very valuable improvement.

The middle span of the old Towanda bridge which was of iron, has been remodeled and improved, and erected over Shepherd's Creek on our Southern Central Branch, taking the place of a wooden span 160 feet long which was getting weak from age.

A new double track iron deck bridge of 2 spans, each 105 feet long, has been erected to replace a single-track wooden bridge of the same length over Wysox Creek, and was finished in May last.

New iron bridges have also been ordered for the Shepherd's Creek crossing, on our Geneva, Ithaca & Sayre connection, and to replace bridge over Tuscarora Creek at Skinner's Eddy.

This provides for the renewal of all the wooden bridges on the road north of Lackawanna Junction, except one span 124 feet long at Meshoppen, and one span 52 feet long over Little Wysox Creek, which must be rebuilt during the coming year.

To insure greater accuracy in the weights of coal, a new track scale, of improved construction, 120 feet in length, was put in at Coxton early in the spring to replace the old scale which had been in use for 10 years. The office building was at the same time thoroughly overhauled and repaired.

We have also built at Coxton a platform and trestle 300 feet long for storing supply coal and coaling locomotives, and a small shop 20 x 65 feet for ear repairs, with the necessary tracks for convenient access thereto.

At Sayre we have erected and are now finishing a brick shop building 62 x 112 feet, into which it is proposed to move the ear repair work which is now done at Waverly. This building is ultimately intended for a smith shop in connection with a group of other buildings designed for general repairs of locomotives and ears at this point. Brick has been purchased and is now being delivered for main shop building, and we shall be prepared to push its erection on the opening of the coming season.

Yours respectfully,

R. A. PACKER,

*General Superintendent.*







